

PRICE \$2½ PER MONTH

INTIMATIONS

THEATRE ROYAL
CITY HALL, HONGKONG.

AT an early date a Concert will be given at Amateurs in aid of the Two Children of the late Police Constable COOKE and Mr COOKE, who through the kind assistance of Mr. Farther Particulars will be duly announced. Hongkong, 15th August, 1883.

TO BE SOLD.

AT MANILA on FRIDAY, the 24th inst. by Public Auction, the British B. "CALIFORNIA."

794 T. B. from Nyctal, Finland, dismasted at sea, in the state in which she is now lying in Manila Bay, and also her appurtenances and Provision.

15th August, 1883.

STREAM TO SHANGHAI.

TH. F. & O. S. N. Co.'s Steamship "ANOKA,"

will leave for the above place at DAYLIGHT TOMORROW, the 17th inst.

E. L. WOODIN,
Acting Superintendant.

DOUGLAS STEAMSHIP COMPANY
LIMITED.
FOR SWATOW, AMOY, AND FOOCHEE
THE Company's Steamship
"NANOA."
Captain Westoby will be despatched for
above Ports on SUNDAY, the 19th inst.
Departure, started on a previous advertise-

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co
General Managers.
(Hongkong, 16th August, 1883.)

**NETHERLANDS-INDIA STEAM NA-
GATION COMPANY, LIMITED.**

FOR BATAVIA, SAMARANG, AN-
SOURABAYA, TAI SAIGON AND
PENANG, PHILIP-
THE Company's Steamship
"CAMORTA,"
Captain Oreillo, will be despatched as
on or about the 23rd instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co

Hongkong, 15th August, 1883.

GEORGE B. STEVENS & Co's, LINCOLN
FOR SYDNEY AND MELBOURNE
Calling at Port Darwin and Queensland
Ports and taking through Cargo to all
LAKE, NEW ZEALAND, AND TASMANIAN
PORTS, NEW CALEDONIA AND PHILIPPINES
By the Steamship

"SUEZ"
Captain Amelle, will be despatched on SATURDAY, the 8th September, at FIVE o'clock.
For Freight or Passage apply to
RUSSELL & CO.
Agents.

Hongkong, 16th August, 1883.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

AN ORDINARY GENERAL MEETING OF THE SHAREHOLDERS IN
above Company will be held at the Office of
General Agents, No. 7, Queen's Road C
TO-MORROW, the 17th August, at 11
O'CLOCK P.M., for the purpose of receiving
Report of the General Agents together with
Statement of Accounts to the 31st June last.
The presence of a majority of the Shareholders
will be CLOSED from the 2nd
17th August, both days inclusive.

JARDINE, MATTHEW & CO.
General Agents.
Hongkong, 30th July, 1883.

CHINESE IMPERIAL GOVERNMENT
EIGHT PER CENT LOAN OF

NINTH DRAWING.

NOTICE IS HEREBY GIVEN, that in con-
formity with the stipulation contained in the
Bonds of this Loan, the following Numbers of Bonds
shall be paid off at par, at the Office of the
HONG KONG AND SHANGHAI BANKING COR-
PORATION, in Hong-kong and Shanghai, on the
day of August, 1888, when the Interest to
be paid on the said Bonds will cease to be payable were this day
of August, 1888, the Office of the said Corporation in Hong-kong.

1821	In the presence of Mr. GEORGE ROBERT senior Chief Accountant of the said Corps and of the undersigned Notary.					
	NUMBERS OF BONDS DRAWN					
	325 Bonds Nos. —					
	1	18	23	23	26	31
	43	66	70	71	78	107
passel	136	145	178	209	210	232
Bills	276	307	381	355	359	366
im.	404	416	417	434	447	463
fin.	450	453	493	488	493	49
				438	530	55

562	567	582	588	596	607
645	676	684	687	706	720
754	781	787	799	824	826
871	880	848	903	924	944
969	984	1002	1023	1037	1038
1053	1056	1061	1072	1076	1080
1111	1112	1122	1123	1131	1138
1180	1185	1187	1208	1215	1216
1233	1243	1252	1270	1299	1310
1320	1344	1349	1354	1387	1393
1451	1479	1488	1596	1588	1595

1577	1580	1581	1584	1611	1613
1627	1633	1643	1647	1681	1718
1735	1746	1747	1771	1773	1777
1792	1800	1804	1808	1813	1822
1853	1855	1889	1895	1921	1933
1955	1999	2009	2010	2029	2038
2035	2047	2068	2069	2088	2093
2109	2175	2136	2142	2152	2164
2167	2183	2184	2205	2232	2233
2259	2278	2270	2287	2293	2293
2307	2337	2328	2345	2351	2356
2387	2397	2394	2396	2400	2400

2414	2432	2428	2431	2435	2444
2420	2479	2480	2488	2498	2500
2527	2530	2538	2542	2553	2555
2565	2576	2585	2590	2596	2599
2607	2611	2641	2643	2644	2655
2673	2684	2712	2715	2719	2735
2749	2754	2765	2787	2770	2788
2800	2823	2831	2837	2848	2881
2854	2865	2867	2884	2903	2911
2925	2937	2960	2972	2974	2998
3008	3019	3078	3084	3093	3100

3130	3136	3189	3173	3176	3218
3900	3210	3211	3212	3219	3219
3353	3259	3265	3266	3289	3291
3311	3324	3349	3353	3362	3411
3431	3423	3437	3446	3461	3482
3540	3558	3578			

For Shanghai Taels 500 each.—Shanghai

Taels 163,500.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

(Signed) C. R. JOHNS
Chief Accountant

Countersigned,
A. B. JOHNSON,
Notary Public,
H. agiong, 24th day of July, 1883.

CHINESE IMPERIAL GOVERNMENT
LOAN OF 1878.
The INTEREST due 21st of August
of the above LOAN, together with
BONDS DRAWN for Redemption,
PAID at the Office of this Corporation

For the HONGKONG AND SHANGHAI R
Corporation,
 Agents issuing the Loan.
T. JACKSON,
 Chief Manager.
 Hongkong, 14th August, 1883.

ultima n. denotation. ann.

The district is composed mainly of hard metamorphic rocks resting on a base of granite, which has shot up numerous veins into the superincumbent masses. The cutting of such flinty material would be a serious undertaking. Captains FRASER and FERNANDES, from a careful examination of the country, made the following estimate and proposal for cutting a canal, which, to use their own words, "would be out of the question." But neither Mr ALABASTER's opinion nor the experience of Messrs. FRASER and FERNANDES sufficed to daunt the French engineers, and on the 15th January last an expedition under the command of Lieutenant LIEUTENANT DE LAUNAY, accompanied by two civil engineers, a secretary, a mathematician, and a loadsmen, left Bangkok in the Siamese gunboat *Coronation* (generally placed at their disposal by the King of SIAM) for Chumpon, in the isthmus. The expedition was accompanied by Captain LORRUS and his staff, who were engaged in the Siamese service. Captain LORRUS went as Commissioner for the King of SIAM to make independent observations, and the result of these lies before us in his report just published. Some credit is due to the author for the promptitude with which he has placed his information before the public, and the rapidity with which he has sketched the map through the interesting aspect of the trip through little known regions. Every facility was provided by the officials at Chumpon, Laung-suen, Pakoban, and other places for the progress of the explorers, and even comfortable rest was waiting on the journey, thanks to the efforts of the arrangements and the friendly assistance of His Majesty the King of SIAM.

It is not, however, with the journey itself, which was accomplished without accident or unpleasantness, that we propose to deal; we are more concerned with the results of the expedition. These are given by Captain LORRUS and the report follows in our translation. They are not unfavourable to the Canal scheme. After a careful description of the physical characteristics of the isthmus, Captain LORRUS states the mean height of the hilly district of the Kraw route and the latitudes and longitudes, and goes on to consider what works would probably have been required if the drainage had been carried off in its entirety. He then states them as follows:—

- 1st.—The prodigious work of cutting the canal, and the removal of the excavations, a question of enormous cost.
- 2nd.—The enlargement and deepening of the Pakoban river, from Klang Kwanoon to Kraw, another prodigious task, and the expenditure of much labour and expense of keeping the channel free, as the river would constantly be filling up with deposits from the hills.
- 3rd.—The construction of a strong breakwater from Spitelook wharf, which would be no trifling work.

And the advantages of the Canal over the short part of the Bay of Chumpon, with breakwaters on each side to prevent silting.

As regards the houses, land marks, and boats, and lastly a pilot vessel, the Bengal, an English, it is not alone in the Gulf of Siam.

From the above it will be seen that the project would be extremely novel, but the nature of the cutting and excavation necessary will be better understood when it is mentioned that the mean level of the hilly district through which the canal would have to pass for twenty miles is 130 feet, and allowing for the drainage by the canal to the sea, there would be 160 feet. Captain LORRUS calculates that there would be some 84 millions of cubic yards of mountain to be cut through, of which 75 to 80 per cent. is hard stone.

Another question that arises, is as to what could be done with the enormous mass of material removed, which would need care to be excavated. It could not be deposited on either side of the cutting, and its removal would necessarily greatly increase the cost, and labour of the construction of the canal.

Having reviewed the difficulties to be encountered in making the proposed waterway, Captain LORRUS turns to a contemplation of the advantage for the canal to be cut close to the shore. The difference between the Krau route and that by the Malacca Straits for vessels bound to China would be 256 miles, for those bound to Saigon 383, for those from Calcutta to Hongkong 471, and from Madras to China 381 miles. This being the case, no saving of time could be gained by the canal, and it would be longer detention than the distance saved would account for. Independently of this detention, there would, as Captain LORRUS points out, be heavy expenses for piloting, light dues, and canal dues to be paid. The risks attendant on the voyage would also be increased, greater dangers would be incurred through the Malacca Straits, where calm nearly always prevails. Captain LORRUS very wisely, we think, comes to the conclusion that the Krau route, whether by canal or railway, is utterly useless, seeing that there could be no saving of time effected, while greater risk would be incurred in navigation, and the heavy expenses involved would be too great to justify the supposed benefit of the report is sufficient to convince any reflecting individual that the Krau Canal scheme is ominously impracticable and can never obtain the support or countenance either of the Siamese Government or of any capitalists unless they are saturated with quackism.

THE GOVERNOR'S REPLY TO THE CHINESE DEPUTATION.

The following reply has been addressed to the Chinese deputation which recently waited on the Governor —

Colonial Secretary's Office,
Hongkong, 26th July, 1898.

GENTLEMEN.—I am directed by the Governor to inform you that he has now given his full and careful attention to the representations made by you, and that he has decided to refer the matter to the Tung-wai Hospital and by the other Chinese gentlemen who formed the Deputation to him in the 20th instant.

Your request that the subject will be taken in the order in which they were submitted by you to His Excellency.

TUNG-WAI HOSPITAL FUNDS.

(On consequence of the falling off of annual subscription to the Tung-wai Hospital, the Committee of the Tung Wai Hospital Funds now on deposit in the Bank could be withdrawn and invested in house property, so as to produce an increasing income.)

His Excellency will be happy to meet, as far as possible, the wishes of the Committee in this matter; but in the meantime, he would be glad to be informed what portion of the funds now on deposit might be put to other uses, and how the same might be stated. It will be understood, of course, that the same conditions will be attached to the permission as were attached to that given in 1891 to the Tung-wai Hospital, namely, that the sum to be defrayed out of the rents, which is paid periodically into the Colonial Treasury, and that the Title Deeds be made out in the name of the Colonial Secretary, and the Chairman of the Board of Directors of the Hospital.

SUBMITTING.

[The Committee request the suppression of public lottery and lotto on account of the enormous injury caused by them.]

The Police have had orders to act in the suppression of public gambling, with as great energy as the law will permit, and, if the existing laws are not sufficient, the Government will propose a new Ordinance on the subject.

I beg to assure you that Chinese owners of houses should remember that they can be

Figure 11: A horizontal line with a central dot and a vertical line passing through it, representing a coordinate system or a specific point of interest.

[illegible]

MARINE COURT OF INQUIRY

the member appointed to the court, Capt. Pearce, of the steamer *Arctic*, was not present but being able to come on account of his ship coming out of dock. Still that did not nullify the proceedings. The court was held on the 22nd, and the officers of the mercantile marine besides the president and one commissioned officer of the Royal Navy. If, however, Capt. Rose declined to have the court held on the 22nd, it was required, then, the inquiry would be adjourned to obtain orders.

Capt. Rose said he was perfectly willing to have the case proceed.

Mr. Bailly said he did not know whether he had been asked to attend. Captain Rose, but he apprehended that the custom of the Court was similar to inquiries by the Board of Trade, where it was usual to grant persons affected the right of being assisted by counsel. It was imagined in this case that those would probably be thrown upon someone for the loss of the steamer, and its captain, from his position, was a person who would be called upon to defend himself. He would therefore ask the court to allow Capt. Rose to be assisted by him, to cross-examine witnesses on his behalf, &c.

Capt. Thomsett said that in a previous inquiry, Mr. Bailly had been asked to attend, and was allowed to read the case and make questions as he pleased through the captain, and Mr. Bailly could do the same.

The following evidence was then taken:—

Capt. Rose said:—I am a master mariner; my certificate is No. 772. I believe, but am not sure, as it is lost. I obtained it in Hongkong. (By direction of the court) I was on the *Arctic*, which was ill off, and being assisted by counsel, I found the official number was 64,983. I have been in command of a vessel before, the *Esari* Maria, which I took down to Hongkong; I was in command of her for about a year and a half, and was employed about a month ago, and my crew was composed of Chinese and a European engineer.

Captain Thomsett:—Was he certificated?

Witness:—I am not aware whether he was or not.

Witness:—We were master of the vessel, and ought to know whether your officers were competent. He is certificated.

Examination continued.—The complainant produced the composition of my crew besides—one boatswain four A.B.s, four firemen, and a second in command. I took no cargo down to Hongkong but some packages for the owners and the crew prepared for the captain and his family, some of which I discharged at Macao. I cannot say the day I left Hongkong as I have left all papers and memoranda. I went to Hoihow for the purpose of being assisted by counsel, and left the 11th July, and left there at 4.30 in the afternoon of the same day, with the same crew on board excepting that I left my chief engineer at Macao. He left there to bring back a steam launch, and I was in charge of the launch.

Capt. Thomsett:—Who took his place?

Witness:—Mr. Jamieson, the registered owner, who was a passenger on board. He took charge of the launch, and I was in charge of the launch in charge of them when I left Hoihow up to the time of the wreck. We had also some men on board from the steam launch which was disabled, who were passengers, and brought up the number on board to 20.

Did you left Hoihow what weather did you experience?—It was cloudy weather, with a light breeze, a smooth sea, and rain squalls. The chart I navigated by is lost, and this (produced) is the chart I used. I was in the water, and everything else is lost, as I got into the hands of pirates. I ran five miles N.W. to clear the fishing sticks until five p.m., when I altered the course W. to N.W., and anchored at 2 P.M. I directed the crew to get a pretty safe position, going six knots through the water, with a one knot tide, and calling to the helmsman and thsman on the lookout to keep me if anything was seen. I went in the morning on the next day to dinner, with the chief engineer, at 6.20. At 6.45 p.m., on coming out of the saloon, I saw broken water in the water, and I put back astaboard, but the ship took the ground immediately, bumping (very slightly). The engines were stopped and reversed, but the ship filling with water in a few minutes, I put back astaboard, and I went north about one mile as near as I could tell. The boats were then cleared and lowered, the weather being fine but cloudy, with smooth sea, and a light breeze. I was in the water, and the crew was on the boats at once.

Was it with your orders or not?—It was not with my orders.

Did you order them not to go?—I told them that they had better not go, and I told them that they had better not go. Although I told them that, they left the ship.

Did you do anything else to stop them? It seemed merely to order them to go, and I told them that they had better not go, and I told them that they had better not go.

That was only offering an opinion.

Witness:—I determined to remain by the ship until noon.

How much was the upper deck above water?—I could think it was all twenty feet above the water.

What was your object in remaining by the ship?—To obtain assistance in the morning from some passing steamer. I did so one after the other.

Well, what happened?—I remained on board until about three in the morning on the 22nd, when the ship was surrounded by natives, who began to strip the ship of everything movable. I was quite powerless to stop them. At 8.30 a.m. I left in a junk to try to get assistance at Hoihow. I went ashore on Onai Island, where I was met by the people there until six p.m. on the 24th.

What measures did they use to detain you?—They used no harsh measures, but I could not get away. I tried to get away, and I was nearly about of Hoihow. I was taken along the coast on horseback to this spot. I was riding some horses. The Chinese provided me with the horses, and I got on board a small boat, and I was taken to the Chinese, whom I promised \$15 when I landed at Hoihow.

On the morning of the 22nd, when you left Cape Cami, what position was the steamer in?—The chart produced is similar to the one you navigated the ship by?—Yes. When I left the place the Chinese took me to a village where a pirate was.

How do you know he was a pirate?—I saw his boat.

That is of no consequence. Did you go to the Consul at Hoihow?—Yes, I did. I went to the Consul at Hoihow, and I made the usual protest. It came on to Hongkong in the morning.

Did you report to the Consul that the steamer was lost and deserted you?—I said they had left before me.

But did you lodge a complaint against them for deserting you? That is a serious thing, and for deserting you? Just telling me that they had left the ship before me?—I said they had left the ship before me; I cannot say any more than that.

But did you make any complaint to the Consul?—Yes, I did.

You see you have charged those men with deserting you, which is a very serious thing, and I want to know whether you complained of this to the Consul. It seems to me that what you reported that they left before you. Did you tell the Consul to believe that they had deserted you?

Witness, (after consulting with his counsel):—

We are of course easily ascertain that from the Consul. I may tell you that the Consul, in a letter which he sent to me, does not state that you reported that the engineer and crew had deserted you.

Witness:—He ought to have done so, for reported it to him most distinctly.

Did you ask him for a Court of Inquiry?—Yes, I did. I asked him for a Court of Inquiry, and he said that he could not have one here; you must get it in Hongkong; you will want one, will you not?—I said yes.

You have not made any application to have a Court of Inquiry?—No.

Have you anything else to say?—As a master.

Consul at Hoihow?—Yes, I want to him

[illegible]

I then went up to the captain to see if he, w

[illegible]

at the time know we had firearms on board. I did not

[illegible]

